

Destination.	Intended Dispatch.
Amberg	Early
London	Early
New York	Early
San Francisco	Early
Shanghai	Early

REDUCED

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EATY PORTS

and Japan.

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THE CHINA MAIL.

PUBLISHED EVERY EVENING, AND WITH WHICH IS INCORPORATED THE "HONGKONG EVENING MAIL AND SHIPPING LIST."

Vol. XXV No. 1940. 十月十年九十六百八千一 HONGKONG, TUESDAY, 12th OCTOBER, 1889. 日八初月九年巳己治同

Price, \$24 PER ANNUM.

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POST OFFICE NOTIFICATION

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1. It is hereby notified for general information that, the Contract between the Government of Mauritius and the Union Steam-ship Company, for the Conveyance of Mails once a Month between Ceylon and Mauritius, and between Mauritius and Natal, having terminated the contract

2. No alteration has been made in the rates of Postage on correspondence addressed to Mauritius.

the Cape of Good Hope is thus out of, the
correspondence for those Colonies, unless
marked to be forwarded by Private Ship
will, in future, be sent in the Mails for
London at the following rates of Postage,
which must be paid in advance, viz. —
Upon Letters sent by way
of Southampton, 46 cents each; or
When sent by way of

Marseilles.....	54	"	"	"
Newspaper via South-				
ampton.....	4	"	"	"
Newspaper via Marseil-				
les.....	6	"	"	"
Book Packets via South-				
ampton.....	10	"	"	"
oz. 20 cents, above 4 oz. and not ex-				
ceeding 8 oz.; and 20 cents for above				

Book Packets via Marseilles, 14 cents
under 4 oz.; 28 cents above for and not
exceeding 8 oz.; and 28 cents for every
additional 8 ounces.

F. W. MITCHELL,
Postmaster General.

General Post Office, Hongkong,
9th September, 1868.

It is hereby notified for general information that henceforward the Postage chargeable on Books and Packets of Patterns addressed to the United States of America transmitted via the United Kingdom will be as follows, viz:—

to SOUTHAMPTON.

Above 4 ounce and not ex-	12 cents.
ceeding 8 ounces,	24 "
Above 8 ounce and not ex-	
ceeding 12 ounce,	36 "
Above 12 ounce and not ex-	
ceeding 16 ounces,	48 "
For every additional 4 oz.	12 "
Per MASHVILLE.	

Under 8 ounce,	18 cents.
Above 4 ounce and not ex- ceeding 8 ounce,	82 "
Above 8 ounce and not ex- ceeding 12 ounce,	48 "
Above 12 ounce and not ex- ceeding 16 ounce,	64 "
For every additional 4 oz.,	16 "
Prepayment of the Postage is compulsory	

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, June 18, 1868.

IT is hereby notified that, under the provisions of a Treasury Warrant dated the 7th May, the Postage on a Letter not exceeding half an ounce

in Hongkong or at any of the Ports in China and Japan addressed to Egypt, or posted in Egypt addressed to Hongkong or any of the Ports in China and Japan, and conveyed in the Mails by British Packet, is reduced from Twenty-four Cents to Twelve Cents.

For Letters exceeding half-an-ounce in weight a further rate of Twelve Cents for each additional half-ounce.

Prepayment of the Postage is compulsory.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong; July 15, 1868.

UNDER DESPATCH.

For Nagasaki.—Per *harcour* *Elleanor* on

Wednesday, the 13th inst.
 For Singapore, Penang and Calcutta.—
 Per *Glenartney*, on Wednesday, the 20th
 instant, at 2 p.m.
 For Singapore, Penang and Calcutta.—
 Per *Arcton*, on Wednesday, the 20th
 instant, at 2 p.m.
 For Amoy.—Per *Prim*, on Thursday, the
 14th instant.

For Manila.—Per *barque Maria Rozario*,
to-morrow, the 13th inst.

QUOTATIONS

HONGKONG, 12th October 1869.

Old, ...	510
Bombay, New, ...	522½
Old, ...	522½
Melwa, ...	665
Persian, ...	665, Dom.
COTTON.—BOMBAY, ...	19 a 23½
CALCUTTA, ...	18 a 22½
Exchange	

Bank, 8 months' sight, ...	4/6
Credits, 6 " " " " " "	4/6 1/2
On Calcutta, 3 days' sight, Rs. ...	226 a 226 1/2
" Bombay, 3 days' sight, Rs. ...	226 a 226 1/2
" Shanghai, 3 days' sight, Bank, Tls. 75 1/2	
Bar Silver, 17 dwts. B., ...	7 nom.
Soyces, ...	4 1/2 a 5 1/2
Mexicans, ...	
Gold Leaf, 200, ...	

Gold Bar, 98 touch,	22.75 a 23.
English Sovereigns,	4.51
Australian Sovereigns,	4.49
Discount,	8 a 10.
Gas Company Shares,	
L. & W. poa Dock, Old,	15 p. a. disa
L. & S. Bank Shares, Old,	23 prem.
Do. do. New,	14 p. a. pre
Union Dock	50 p. a. disa

Temperature.
 HONGKONG, 12th October 1869.
 Taken at Messrs Falconer & Co.'s Premises
 (Queen's Road.)
 THERMOMETER—9 A.M., Dry, . . 79
 Do, Wet, . . 72
 Do, 4 P.M. Dry, . . 81

Do.	Wet.	74
Self-registered	Maximum,	82
Do.	Min. over night,	78
BAROMETERS,	9 A.M.,	80.108
Do.	4 P.M.,	80.099

the destruction of the
tained by the central Gov
may elapse before the
but the end is sure
We are therefore justifi

[illegible]

[illegible]

Master or his deputies, it will be obliged to register the Pilot Boats to convey fire-works to place within the limits, except those belonging to either Customs or Harbour Master's Departments, which such stores may be wanted for either Light-house or Light-ships.

2.—Every Licensed Pilot Boat shall be a fee of Twenty Taels for renewal of license on the first of July each year.

3.—In case of a Pilot going off in an unregistered Boat, he will be authorized to carry the Pilot Boat Flag during the time he is on board; but no Pilot is authorized to cruise in an unregistered Boat, with special permission from the Harbour Master.

4.—The owner or hirer of any unregistered Boat making use of a Pilot Flag, not having a Licensed Pilot on board, shall be prosecuted before the authorities, in whom he is amenable, or whose Flag-national Ensign he has the right to use.

5.—A registered Pilot Boat is not permitted to fly the Pilot Flag, save when it is either a Licensed Pilot or certificated apprentice on board.

GENERAL REGULATION IX.
Flags to be exhibited on arrival.

When nearing the anchorage the Pilot shall cause to be exhibited—

1.—A Red and White Flag (No. 8), if the vessel is from Hongkong, Spain, or a Chinese Port.

2.—A Yellow and White Flag (No. 2), if from any Foreign Port.

3.—A Yellow and Blue (No. 10), if the vessel is in ballast.

4.—A Red Swallow Tail (No. 5), if the vessel has gunpowder or other combustibles on board.

GENERAL REGULATION X.
Harbour Pilots: Vessels in Harbour—Berthing, &c.

1.—The duties of the Harbour Pilot, where such exists, will be to take charge of vessels at the outer limit of the anchorage, to berth them in accordance with the orders of the Harbour Master's Office. On berthing, going in and out of dock, or to or from a wharf or out of the anchorage, to assist and report to the Harbour Master's Office all matters concerning the shipping in Port, and the conservancy of the river and harbour.

2.—In berthing vessels the Harbour Master or, as far as possible, meet the wishes of Commanding-Officers and Consuls, and the entrance, working or clearance of vessels taking berths not assigned to them shall not be stopped by the Customs until they have received the Harbour Master's orders.

3.—Vessels are to be berthed in accordance with orders received from the Harbour Master, and they are not to remove from the anchorage without his permission.

4.—The Harbour Pilotage Fees payable to the Harbour Master are as follows:—

1.—Shifting a vessel's berth; taking a vessel in or from a heaving down Hulk; \$10, if ill.

2.—The "TREATY PORTS OF CHINA AND JAPAN," AND "NOTES ON QUERIES ON CHINA AND JAPAN."
 EXTRACTS FROM REVIEWS.

From the "Straits Times," July 27, 1868.

Some time ago we had occasion to remark on the progress that literature as represented by the Press had made and was making in the English language. Attention has been called to the subject by the publication of a Hongkong publication, which deserves some notice and which we have with great pleasure in introducing to the knowledge of our readers. We allude to the *Queries on China and Japan*, published recently by Mr Saint, the proprietor of the *China Mail* newspaper. This publication is well printed on good paper, and in a shape is very like its well-known namesake, or prototype at home, and is equally well containing very curious and useful information regarding the language, literature, history, manners and customs of the Chinese and in a less degree of the Japanese. It gives a good deal for the extent and ability of the footing of Europeans in China, that such a publication as this should be established and conducted with apparently successful vigour.

The publication is altogether a very interesting one, and wishing it every success, we commend it to the attention and support of our readers.

from the "Friend of India," June 4, 1868.

We acknowledge with thanks the receipt of the numbers for the current year of the *Notes and Queries*, a most delightful Anglo-Chinese monthly, edited by Mr N. B. Denny, whose "Treaty Ports of China and Japan" are so well known. From the numbers attached to the "Notes" we can see that the contributors include some of the Chinese scholars in the East. Its interest is not confined to China, and it will be of valuable assistance to all scholars, who have directed their attention towards the subject of Buddhism and its literature, and to all who are interested in oriental antiquities. It deserves to be better known in India.

(From the "London Examiner," May 16, 1868.)

This recently issued volume—"Treaty Ports of China and Japan"—is intended as a guide for travellers and residents in China and Japan, and as a book of reference for all who are generally interested in the subject of these countries, together with the history, Yedo, Hongkong, and Manco. It has been carefully compiled and edited by N. B. Denny; and the elaborate maps, plans, and the elaborate maps, considerably enhance its value.

The volume is given in outline some of the more prominent portions of the chapters devoted to Canton, the second of the three coasts, Formosa, Ningpo, Shanghai, and the remainder of the treaty ports, we can only enumerate. The pages describing the capital, are so interesting, and contain so much that is new to European readers respecting its history, public buildings, and general characteristics, that we could not fail to refer to our columns. The complete and intelligible plan of the Imperial City and neighbourhood, gives us a clear notion of the relative position of the divisions, streets, and places.

The interesting history, and the notices of the Treaty Ports of this Empire, together with remarks on its government, geography, and limits, which will be found particularly interesting as throwing a considerable light on the part of the world so long entirely a

Exclusive of Arrivals, Departures and Clearances reported to-day
C. on Pedder's Wharf—W.O., from Pedder's Wharf to Gibb's Wharf—V., Westward of Gibb's Wharf—B.O. to the Military Hospital—E. Eastward of Gibb's Wharf—B.O. on Pedder's

C. on Pedder's Wharf—W.O., from Pedder's Wharf to Gibb's Wharf.—V., Westward of Gibb's Wharf.—S.O., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—E.S.O., Eastward of the Hospital.

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